

STANDING COMMITTEE ON DEFENCE  
(2001)

(THIRTEENTH LOK SABHA)

**THIRTEENTH REPORT**

MINISTRY OF DEFENCE

*[Action Taken on the Recommendations contained in the 9th report  
of the Committee (Thirteenth Lok Sabha) on the Subject  
'Overhaul/Maintenance Facilities for the Naval Ships']*

*Presented to Lok Sabha on 28 November, 2001.*

*Laid in Rajya Sabha on 28 November, 2001.*



LOK SABHA SECRETARIAT

NEW DELHI

*November, 2001/Kartika, 1923 (Saka)*

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COMPOSITION OF THE STANDING COMMITTEE ON  
DEFENCE (2001)

Dr. Laxmmarayan Pandey — *Chairman*

MEMBERS  
*Lok Sabha*

2. Shri S. Ajaya Kumar
3. Shri Raj Babbar
4. Shri Vijayendra Pal Singh Badnore
5. Shri S. Bangarappa
6. Col. (Retd.) Sona Ram Choudhary
7. Smt. Sangeeta Kumari Singh Deo
8. Shri Jarborn Gamlin
9. Shri Raghuvir Singh Kaushal
10. Shri Mansoor Ali Khan
11. Shri Chandrakant Khaire
12. Shri Vinod Khanna
13. Shri K.E. Krishnamurthy
14. Shri A. Krishnaswami
15. Shri Ashok N. Mohol
16. Shri Hannan Mollah
- \*\*\*17. Smt. Ranee Narah
18. Shri Sultan Salahuddin Owaisi
19. Shri Gajendra Singh Rajukhedi
20. Shri Rajenderasinh Rana
21. Prof. Rasa Singh Rawat
22. Shri A.P. Jithender Reddy
- \*\*23. Shri Madhavrao Scindia
24. Col. (Retd.) Dhani Ram Shandil
25. Shri Ramjiwan Singh
26. Shri C. Sreenivasan
27. Shri Vaiko
28. Dr. Jaswant Singh Yadav
29. Dr. (Smt.) Sudha Yadav
- \*30. Shri P.R. Kyndiah

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\* Nominated w.e.f. 24.7.2001.

\*\* Expired on 30.9.2001.

\*\*\* Change nomination to Committee on Railways w.e.f. 2.11.2001.

(IV)

Rajya Sabha

31. Shri S. Peter Alphonse
32. Shri Nilotpal Basu
33. Shri T.N. Chaturvedi
34. Shri Palden Tsering Gyamtso
35. Shri Suresh Kalmadi
36. Dr. Y. Lakshmi Prasad
37. Shri Janeshwar Misra
38. Shri Kripal Parmar
39. Dr. Raja Ramanna
40. Shri Shanker Roy Chowdhury
41. Shri Adhik Shirodkar
42. Shri Kapil Sibal
43. Smt. Ambika Soni
44. Sardar Gurcharan Singh Tohra
45. Dr. Alladi P. Rajkumar

SECRETARIAT

1. Shri P.D.T. Achary — *Additional Secretary*
2. Shri Ram Autar Ram — *joint Secretary*
3. Shri Krishan Lal — *Director*
4. Shri K.D. Mulev — *Under Secretary*

## INTRODUCTION

I, the Chairman, Standing Committee on Defence (2001) having been authorised by the Committee to submit the Report on their behalf, present Thirteenth Report on Action Taken by Government on the recommendations contained in the Ninth Report of the Committee (Thirteenth Lok Sabha) on Overhaul/Maintenance facilities for the Naval Ships.

2. The Ninth Report was presented to Lok Sabha and laid on the Table of Rajya Sabha on 18 December, 2000. The Government furnished their replies indicating action taken on the recommendations contained in the Report on 3 April, 2001 (English version) and 19 April, 2001 (Hindi version). The Draft Report was considered and adopted by the Standing Committee on Defence (2001) at their sitting held on 7 November, 2001.

3. An analysis of action taken by Government on recommendations contained in the Ninth Report of the Standing Committee on Defence (Thirteenth Lok Sabha) is given in Appendix.

4. For facilitating of reference and convenience, the observations/recommendations of the Committee have been printed in thick type in the body of the Report.

NEW DELHI;  
November 7, 2001  
Kartika 16, 1923 (Saka)

DR. LAXMINARAYAN PANDEY  
*Chairman,*  
*Standing Committee on Defence*

## CHAPTER I

### REPORT

The Report of the Standing Committee on Defence deals with action taken by the Government on the recommendations/observations contained in their Ninth Report (Thirteenth Lok Sabha) on 'Overhaul/Maintenance Facilities for the Naval Ships' which was presented to Lok Sabha and laid on the Table of Rajya Sabha on 18 December, 2000.

2. In their Ninth Report (Thirteenth Lok Sabha), the Committee had made 16 recommendations/observations on the following subject:

<b>SI. No.</b>	<b>Para No.</b>	<b>Subject</b>
<b>1</b>	<b>2</b>	<b>3</b>
1.	6	Upgradation of facilities at Dockyards/Shipyards.
2.	10	Augmentation of afloat facilities for Submarines etc. at ND (Mumbai).
3.	11	Augmentation of dry dock and maintenance facilities at ND (Mumbai).
4.	17	Development of ND (V) to create medium refit for EKM Submarine.
5.	18	Setting up of Quality Circles at ND (V).
6.	24	Non-availability of suitable dry dock at NSRY (K)
7.	25	Lack of refit/overhaul facilities for inshore Mini Sweeper and Naval Ships of Western Origin at NSRY (K).
8.	32	Setting up of Far Eastern Naval Command at P.B
9.	33	Specialised refit facilities at NSRY (PB).
10.	38	Setting up of Naval Base at Karwar.
11.	39	Inordinate delay in commencement of project Sea-Bird.
12.	40	Creation of facilities for dry-docking and berthing of the aircraft carriers at Karwar.
13.	46	Refit capacities at Four Naval Dockyards/Ship Repair Yards.
14.	47	Interaction between Naval Dockyards/Repair Yards with PSUs Shipyards and Private Sector Shipyards.
15.	48	Privatisation of Labour Intensive Naval Repair Work.
16.	51	Adequate funding for strengthening repair infrastructure to undertake smooth repair/overhaul of ships and submarines.

3. Action taken notes have been received from the Government in respect of all 16 recommendations/observations contained in the Report. These have been categorised as follows:—

(i) Recommendations/Observations which have been accepted by the Government:

Sl. Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15 & 16.

(ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies:

Nil

(iii) Recommendations/Observations in respect of which replies of Government have not been accepted by the Committee;

Sl. No. 11.

(iv) Recommendations/Observations in respect of which final replies of Government are still awaited:

Nil

4. The Committee will now deal with the action taken by the Government on some of their recommendations.

#### **Recommendation (Sl. No. 3, Para No. 11)**

#### **Augmentation of Dry Dock and Maintenance facilities at Naval Dockyard (Mumbai)**

5. The Committee had observed that the dry dock capacity at Naval Dockyard (Mumbai) was already under severe strain due to the large number of ships based at Mumbai. The Committee, therefore, desired that with the futuristic planning of induction of modern ships, Government should draw a comprehensive plan to augment/upgrade the dry dock and repair facilities at Naval Dockyard (Mumbai).

6. The Ministry of Defence have replied in their action taken note dated 3.4.2001 that maintenance of marine infrastructure assets such as Docks, Wharves, Jetties etc. is a highly specialised area. They have also stated that the Naval Headquarters has under periodic surveys and done special repairs on a required basis and steps are being taken for institutionalizing an arrangement for periodic assessment and examination of the material State and to draw up a schedule for their periodic maintenance.

The Ministry of Defence have informed that in order to overcome Dry Dock and berthing capacity constraints at Naval Dockyard (Mumbai), a Dry Dock and two Wharves were approved by the Government and the construction work was also commenced.

**7. The Committee are happy to note that the Government have already taken necessary steps for institutionalizing an arrangement for periodic assessment and examination of the material state and to draw up a schedule for their periodic maintenance and a Dry Dock and two Wharves have also been approved and the construction work has already commenced.**

**The Committee, however, reiterate its recommendation stressing a need for a long term and continuous comprehensive planning to augment/upgrade the Dry Dock and repair facilities for future demand of Ships/Submarines at Naval Dockyard (Mumbai).**

#### **Recommendation (SI. No.9, Para No. 33)**

##### **Specialised refit facilities at Naval Ships Repair Yard (Port Blair)**

8. The Committee desired that the Government should augment and develop specialised refit facilities at NSRY (PB) taking into consideration the future plans of the Navy with regard to buying of ships and submarines at Port Blair so that, upto medium refit level, repairs of all types of ships and submarines could be undertaken at Naval Ships Repair Yard (Port Blair).

9. The Ministry of Defence replied in their action taken note dated 3.4.2001 that augmentation of repair facilities in Port Blair is being progressed in a planned manner. An amount of Rs. 4.00 crores has been catered under balance of IXth Plan and X Plan for setting up repair facilities. They have also stated that presently, the facilities are adequate to meet the short refit requirements of minor war vessels based in Port Blair. Setting up of deep level repair facilities is not envisaged so far. However, after creating of the Far Eastern Naval Command, any additional specialised refit facilities for ships and submarines will be taken up as required.

**10. The Committee note that the Government have made some progress for augmentation of repair and refit facilities at NSRY (PB) in planned manner and also allocated some amounts for this purpose. The Committee expect that steps be taken for upgradation of repair facilities upto the level of medium refit level simultaneously with the establishment of Far Eastern Naval Command at Port Blair.**



## **Recommendation (SI. No. II, Para No. 39)**

### **Inordinate delay in commencement of Project Sea-Bird**

11. The Committee had been observing and expressing their great concern in their earlier reports *i.e.* (Fourth Report—Tenth Lok Sabha, Eighth Report—Twelfth Lok Sabha and First Report—Thirteenth Lok Sabha) regarding inordinate delay in commencement of Project Seabird, which is one of the most strategic and ambitious projects of the Indian Navy. The Committee was of the view that such projects, which are vital for National security deserve to be accorded high priority and completed expeditiously.

12. The Ministry of Defence have replied in their action taken note dated 3.4.2001 that in 1985, CCPA approved the creation of a Naval Base in Karwar at an estimated cost of 1550 crores spread over for a period of ten years. They have informed that the Master Plan for the Base, and Detailed Project Reports (DPRs) for Marine works and shore infrastructure were submitted by the consultant in June, 1990. The DPR envisaged setting up of facilities for ships and yard crafts in Phase-1 of the project. However, due to financial crunch, no progress could be made till 1994.

The Ministry of Defence have stated that further, to bring down the overall cost, the facilities envisaged were revised. Government sanction for construction of reduced Phase-1 of the project was accorded in October, 1995 at a completion cost of Rs. 1294.91 crores which planned to be completed by year 2005. The progress of the project as per schedule.

**13. The Committee note with great concern that against a Detailed Project Reports (DPRs) for ships and Yard Crafts in Phase-1 of the project, now a revised project after its completion by 2005, will on cater for the limited requirement. The Committee, therefore, again strongly recommended that the Ministry must come out with specific time schedule for the completion of the entire Project Sea-Bird and monitor it effectively to avoid further delay and cost overruns.**

## **CHAPTER II**

### **RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT**

#### **Recommendation (SI. No. I, Para No. 6)**

Today, Naval Ships are fitted with a wide range of mechanical, electrical and weapon systems and the refit facilities for all these ships involve a vast range and variety of workshops adequately equipped with test facilities, special tools, jigs, fixtures and test progressive induction of newer classes of ships/submarines as newer generation of equipment/system fitted thereon, the facilities existing in the Dockyards should be constantly upgraded and refurbished. The Government should address itself to the problems/constraints being faced by the Naval Dockyards/Repair Yards on priority so that Naval Ships and Submarines are exploitable and are in a high State of operational sea-worthiness for their entire life.

#### **Reply of the Government**

Overhaul/maintenance facilities for the Naval Ships/Submarines are continuously augmented/upgraded keeping in view the emerging technologies so as to enable the yards to provide the requisite support to the existing and new generation of ships/submarines optimally. All the requirements are carefully examined and analyzed before creating additional facilities. Emphasis is laid on establishing generic facilities in order that its application becomes broad based and cost effective in the long run.

[MoD OM No. H-11013/36/2000/D (Parl.) **dated** 3-4-2001]

#### **Recommendation (SI. No. 2, Para No. 10)**

The Committee note that the ND, Mumbai caters to refit of various classes of ships and submarines based at Mumbai and some of the most important projects are coming up like the construction of dry dock and wharves, augmentation of Afloat facilities for submarines etc. The Committee hope that these projects would be completed within a short span of time and Government should take suitable steps to ensure proper utilization of resources allocated for the future plans and also to avoid cost and time overruns.

## **Reply of the Government**

Concerted efforts are made to ensure timely execution of the projects and to avoid time and cost overruns. The implementation of the projects is continuously maintained at various levels by holding periodic meetings and issuing suitable directions so as to ensure proper and timely utilization of resources. The recommendations made by the Committee have, however, been noted.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Recommendation (Sl. No, 3 Para No.11)**

The Committee are of the view that infrastructure like dry docks, wharves, jetties etc. are continually subjected to marine environment, which is extremely hostile. Periodic maintenance and repair of these assets is, therefore, necessary. As the dry dock capacity at ND, Mumbai is already under severe strain due to the large number of ships based at Mumbai, the Committee desire that with the futuristic planning of induction of newer types of ships. Government should also draw a comprehensive plan to augment/upgrade the dry dock and repair facilities at Naval Dockyard, Mumbai.

## **Reply of the Government**

Maintenance of Marine Infrastructure Assets such as Docks, wharves, jetties etc. is a highly specialized area. NHQ has undertaken periodic surveys and done special repairs on as required basis. Steps are being taken for institutionalizing an arrangement for periodic assessment and examination of the material state and to draw up a schedule for their periodic maintenance.

In order to overcome Dry Dock and berthing capacity constraints at Naval Dockyard, Mumbai, a Dry Dock and two wharves were approved by the Government and the construction work was also commenced.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Comments of the Committee**

(Please *see* Para No. 7 of the Chapter I of the Report.)

#### **Recommendation (SI. No. 4, Para No. 17)**

The Committee note that Naval Dockyard, Visakhapatnam had been shaped, primarily for the specialized refit and repairs to ships and submarines acquired from the ex-USSR and has also developed the necessary capability for repairs to indigenously constructed ships and equipment. The Committee desire that Naval Dockyard, Visakhapatnam should upgrade their existing repair facilities keeping in view the induction of newer types of ships particularly forthcoming induction of 1135.6 class of ships. The Committee also desire that Navy should create/develop necessary repair facilities to undertake medium refit of EKM submarines at Naval Dockyard, Visakhapatnam either indigenously or with Original Equipment Manufacturer (OEM) in order to save time and precious foreign currency which are spent on sending EKM class of submarines to Russia for the purpose of refit and repair.

#### **Reply of the Government**

Available repair/overhaul facilities are by and large adequate for meeting most of the needs of the current ships. Maintenance needs for forthcoming inductions of 1135.6 class of ships are under scrutiny at present. In this regard, a Russian Delegation has also visited both the Naval Dockyards at Mumbai and Visakhapatnam in November, 2000 for examining the existing facilities. Creation of facilities as required will be progressed after preparation of a Detailed Project Report.

Medium Refit (MR) of an EKM submarine has already commenced at Naval Dockyard, Visakhapatnam. Facilities for this were set up in accordance with the Soviet Project Report. Certain essential Repair Technical Documents are being obtained. The existing facilities are proposed to be augmented to obviate the need for sending such submarines abroad for repairs/overhaul.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

#### **Recommendation (SI. No. 5, Para No. 18)**

The Committee appreciate the Quality Circles which have been set up at Naval Dockyard, Visakhapatnam which won several-awards in the country and desire that the management at the Naval Dockyard, Visakhapatnam should encourage and appreciate the quality work of their work force and upgrade their skill by organizing seminars/workshops regularly so that further thrust could be given to Quality Circles Movement. The successful Quality Circles Movement should also be encouraged in other Dockyards/Repair yards.

## **Reply of the Government**

A policy directive has been issued to all the Yards to promote the Quality Circle (QC) movement. The Yards have been advised to maintain liaison with Regional and National Level Quality institutions to encourage Quality consciousness. Presently, there are more than 100 active Quality Circles operating in each of the Naval Dockyards at Visakhapatnam and Mumbai. Naval Ship Repair Yard (K) has also started the QC movement.

Quality Circle case studies presented by the Naval Dockyards, Visakhapatnam and Mumbai at the National Conventions of the Quality Circles have won acclaim. The Quality Circle Teams have also been selected by the Quality Control Forum of India for participation in the International Conventions.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Recommendation (SI. No. 6, Para No. 24)**

The Committee note that due to non-availability of suitable dry dock at NSRY(K), dry dock requirements are met by using the commercial dry dock at Cochin Shipyard Limited. The Committee desire that the Government should explore the feasibility of creating dry dock facility at NSRY(K) during the Tenth Defence Five Year Plan.

## **Reply of the Government**

The requirement of dry dock captive to Navy in Cochin will be techno-commercially evaluated on the basis of future plans of the Navy *vis-a-vis* basing of ships under Southern Naval Command.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Recommendation (SI. No. 7, Para, No. 25)**

The Committee hope that Government would undertake necessary modification/upgradation/augmentation of refit/overhaul facilities at NSRY(K) particularly for In-shore Mine Sweeper and Naval Ships of Western origin and that this work would be completed during Ninth Defence Five Year Plan.

## **Reply of the Government**

Upgradation/augmentation of repair/overhaul facilities at NSRY(K) have been examined. Facilities for In-shore Mine Sweeper, which commenced during VII Plan, have since been completed. Major facilities proposed to be created during the IX and X Plan period are as follows:—

### **IX Plan**

- (a) Installation of 60 Ton Proof Load Testing Machine.
- (b) Augmentation of sea water system at South Jetty.
- (c) Installation of 440 V, 3 Ph, 60 Hz additional converter at South Jetty Power House.

### **X Plan**

- (a) Construction of a workshop building (of ground plus two floors configuration) for resiting the saw mill, shipwright shop and sail loft.
- (b) Construction of a workshop building (of ground plus two floors configuration) for resiting, battery charging shop, winding shop and effluent treatment plant (for electroplating shop).
- (c) Construction of a workshop building (of ground plus two floors configuration) for resiting foundry shop, pattern making shop and Air conditioning and Refrigeration shop.
- (d) Construction of a new workshop building (of ground plus one floor configuration) to resite old machine shop.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Recommendation (SI. No. 8, Para No. 32)**

Keeping in view the strategic location and distance of Andaman and Nicobar Islands from the main land and other security considerations, the Committee recommend that the Government should expeditiously take a decision on the proposed establishment of Far Eastern Naval Command at Port Blair.

## **Reply of the Government**

The establishment of Far Eastern Command at Port Blair is under active consideration of the Government.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Recommendation (SI. No. 9, Para No. 33)**

The Committee desire that the Government should augment and develop specialised refit facilities at NSRY(PB), taking into consideration the future plans of the Navy with regard to basing of ships and submarines at Port Blair so that, upto medium refit level, repairs of all types of ships and submarines could be undertaken at NSRY(PB).

### **Reply of the Government**

Augmentation of repair facilities in Port Blair is being progressed in a planned manner. An amount of Rs. 4.00 crores has been catered under balance of IX Plan and X Plan for setting up repair facilities. Presently, the facilities are adequate to meet the short refit requirements of minor war vessels based in Port Blair. Setting up of deep level repair facilities is not envisaged so far. However, after creation of the Far Eastern Naval Command, any additional specialised refit facilities for ships and submarines will be taken up as required.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Comments of the Committee**

(Please *see* Para No. 10 of Chapter I of the Report.)

### **Recommendation (SI. No. 10, Para No. 38)**

The Committee note that the basic aim to establish a Naval Base at Karwar apart from strategic reasons was to decongest the existing Naval Bases on West Coast particularly Mumbai Naval Base.

### **Reply of the Government**

The availability of land at ND, Mumbai is scarce. After the Naval base is set up in Karwar, some berthing/repair load will be taken up by Karwar, thereby resulting in decongestion at Naval Dockyard, Mumbai. "The Naval Base at Karwar is planned to be completed in phases. In the first phase, which is scheduled for completion in 2005, it is planned to base 10 ships in Karwar.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3-4-2001]

### **Recommendation (SI. No. 12, Para No. 40)**

Keeping in view the future requirements of Navy particularly for Aircraft Carriers, the Committee desire that necessary specialized facilities for dry docking and berthing of the Aircraft Carriers should be created at Karwar which at present are not available to the Indian Navy at any Naval Base on West Coast.

### **Reply of the Government**

Dry docking facilities for Aircraft Carriers have not been catered for in Project Sea Bird. Only a 6500 ton capacity ship-lift is planned in Phase I for undertaking underwater hull routines/maintenance of ships of size 175 m x 28 m. However, a provision has been made for berthing and operation of Aircraft Carrier in the Naval Base at Karwar.

Dry docking requirements of Aircraft Carriers are presently being met by Cochin Shipyard Ltd.

[MoD OM No. H-11013/36/2000/D (Parl) **dated** 3-4-2001]

### **Recommendation (SI. No. 13, Para No. 46)**

The Committee note that the present total refit capacity of four Naval Dockyard/Ship Repair Yards is 706 matrix units, whereas for the year 2000-2001 the workload is equivalent to 971 M.U. The Committee feel that the progressive refurbishment/replacement of equipment and facilities installed in the dockyards/repair yards needs to be improved and the refit capacities of dockyards/repair yards should be augmented and shortfall in matrix unit should be effectively filled up.

### **Reply of the Government**

Augmentation of refit capacities and upgradation of repair infrastructure is a continuous and ongoing process. It is expected that with improved capacities and productivity improvement measures, same manpower can accomplish additional tasks. Capacity addition would also take place through Karwar project. In order to further optimise refit capacities in the yards, labour intensive and low technology works are being off-loaded to private sector/trade.

[MoD OM No. H-11013/36/2000/D (Parl) **dated** 3-4-2001]



**Recommendation (SI. No. 14, Para No. 47)**

The Committee further feel that the interaction of Naval Dockyard/Repair Yards with PSUs shipyards and Private Sector Shipyards should be frequent and continuous as this would help in avoiding further investment by the Government on the technologies and capacities already available in the PSUs Shipyards and Private Sector Shipyards, The combined capabilities and capacities of Naval Dockyard/repair yards, PSUs shipyards and Private Sector Shipyard so created would be adequate to meet the projected requirements of Indian Navy for overhaul/maintenance of Naval ships.

**Reply of the Government**

Regular and frequent interaction between Naval Dockyard/Repair Yards, PSU dockyards and Private Sector Shipyards is being maintained. MDL (Mumbai), HSL (Visakhapatnam), CSL (Kochi) and GSL (Goa) receive regular work orders from Navy and their spare capacities are utilised to meet the Matrix Unit shortfalls of Repair Infrastructure. Some ships are also off-loaded to Private Sector Shipyards for refit work depending upon time and cost viability.

[MoD OM No. H-11013/36/2000/D (Parl) dated 3-4-2001]

**Recommendation (SI. No. 15, Para No. 48)**

The Committee recommend that Naval Repair work which is labour intensive or involves bulk manufacture of low technology items should be suitably off-loaded to private sector so that the Naval Dockyard/repair yards could concentrate on high technology items as this would prove to be more cost effective.

**Reply of the Government**

This is a part of the maintenance approach of the Navy and if already being done. Naval Repair work of low technology and/or labour intensive nature such as chipping, painting, tank cleaning, etc are being regularly off-loaded to optimise the utilisation of available manpower. Specialists of Naval Yards will concentrate on highly skilled techno-intensive and sensitive nature of jobs (such as those on Gas Turbines Weapons, Sensors, etc.).

[MoD OM No.H-11013/36i/2000/D(Parl.) dated 3.4.2001]

### **Recommendation (SI. No. 16, Para No. 51)**

The Committee feel that continued capital investment for infrastructure development is an inescapable necessity and any limitations imposed due to inadequate funding will only result in reducing the operational capabilities of ships and submarines, as also reducing either their life or the life of equipment/systems fitted on them. The Committee, therefore, recommend that Government should make available adequate funds for strengthening repair infrastructure, undertaking repair/overhaul of ships and submarines on a sustained basis so that operational readiness of the Indian Navy does not get eroded.

### **Reply of the Government**

Adequate funds for development of infrastructure, as projected will continue to be made available in a planned manner.

[MoD OM No. H-11013/36/2000/D. Parl) dated 3-4-2001]

### **CHAPTER III**

**RECOMMENDATIONS/OBSERVATIONS WHICH THE  
COMMITTEE DO NOT DESIRE TO PURSUE  
IN VIEW OF GOVERNMENT'S REPLIES**

**-NIL-**

## CHAPTER IV

### RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

#### **Recommendation (Sl. No. II, Para No. 39)**

As has already been observed by the Committee in its earlier reports, (Fourth Report—Tenth Lok Sabha, Eighth Report—Twelfth Lok Sabha and First Report—Thirteenth Lok Sabha) the Committee regret the inordinate delays in commencement of Project Seabird, which is the one of the most strategic and ambitious projects of the Indian Navy. The Committee are of the view that such projects, which are vital for nations, security deserve to be accorded high priority and completed expeditiously.

#### **Reply of the Government**

In 1985, CCPA approved the creation of a Naval Base in Karwar at an estimated total cost of 1550 crores spread over a ten-year period. The Master Plan for the Base, and Detailed Project Reports (DPRs) for Marine works and shore infrastructure were submitted by the consultant in June, 1990. The DPR envisaged setting up of facilities for ships and yard craft in Phase-1 of the project. However, due to financial crunch, no progress could be made till 1994. Further, to bring down the overall cost, the facilities envisaged were revised. Government sanction for construction of reduced Phase-1 of the project was accorded in October, 1995 at a completion cost of Rs. 1294.91 crores which is planned to be completed by year 2005.

The progress of the project is as per schedule.

[MoD OM No. H-11013/36/2000/D (Parl.) dated 3.4.2001]

#### **Comments of the Committee**

(Please *see* Para No. 13 of Chapter I of the Report)

## CHAPTER V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH  
FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

-NIL-

NEW DELHI;  
7 November, 2001  
16 Kartika, 1923 (Saka)

DR. LAXMINARAYAN PANDEY,  
Chairman,  
Standing Committee on Defence

MINUTES OF THE ELEVENTH SITTING OF THE STANDING  
COMMITTEE ON DEFENCE (2001)

The Committee sat on Wednesday, the 7 November, 2001 from 1500 hrs. to 1600 hrs. in Committee Room No. 53, Parliament House, New Delhi.

PRESENT

Dr. Laxminarayan Pandey — Chairman

MEMBERS

Lok Sabha

2. Shri S. Ajaya Kumar
3. Shri S. Bangarappa
4. Shri Raghuvir Singh Kaushal
5. Shri Mansoor Ali Khan
6. Shri Ashok N. Mohol
7. Prof. Rasa Singh Rawat
8. Dr. Col. (Retd.) Dhani Ram Shandil
9. Shri C. Sreenivasan
10. Dr. Jaswant Singh Yadav
11. Dr. (Smt.) Sudha Yadav
12. Shri P.R. Kyndiah

Rajya Sabha

13. Shri S. Peter Alphonse.
14. Shri Nilotpal Basu
15. Shri T.N. Chaturve
16. Shri Suresh Kalmadi
17. Dr. Raja Ramanna
18. Shri Adhik Shirodkar
19. Shri Kapil Sibal
20. Smt. Ambika Soni

SECRETARIAT

- |                       |   |                 |
|-----------------------|---|-----------------|
| 1. Shri Ram Autar Ram | - | Joint Secretary |
| 2. Shri Krishan Lal   | - | Director        |
| 3. Shri K.D. Muley    | - | Under Secretary |

At the outset, the Chairman welcomed the Members to the sitting of the Standing Committee on Defence (2001). The Committee took up for consideration the draft Thirteenth Report of Standing Committee c Defence (2001) on Action Taken by the Government on the recommendations contained in the Ninth Report of the Committee (13<sup>th</sup> Lok Sabha) on the subject "Overhaul/Maintenance facilities for the Naval Ships'. After some discussion the report was adopted.

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3. The Committee authorised the Chairman to finalise the Report in the light of verbal and consequential changes and for presentation of the Reports to Parliament.

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The Committee then adjourned.

## APPENDIX

ANALYSIS OF THE ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS CONTAINED IN THE NINTH REPORT OF THE STANDING COMMITTEE ON DEFENCE (THIRTEENTH LOK SABHA) ON THE SUBJECT 'OVERHAUL/MAINTENANCE FACILITIES FOR THE NAVAL SHIPS'.

		Percentage of Total
(i)	Total number of recommendations	16
(ii)	Recommendations/Observations which have been accepted by Government ( <i>vide</i> recommendations at SI. Nos. 1 to 10 and 12 to 16))	15 93%
(iii)	Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies	Nil
(iv)	Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee ( <i>vide</i> recommendations at SI. No. 11)	1 7%
(v)	Recommendations/Observations in respect of which final replies of Government are still awaited	Nil